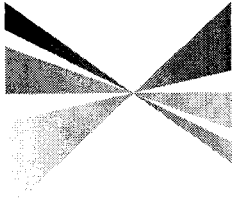


SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: President: Toni Young, Port Hueneme •
First Vice President: Yvonne Burke, Los Angeles
County • Second Vice President: Gary Ovitt, San
Bernardino County • Immediate Past President:
Ron Roberts, Temecula

Imperial County: Victor Carrillo, Imperial County
• Jon Eaney, El Centro

Los Angeles County: Yvonne Burke, Los Angeles
County • Zev Yaroslavsky, Los Angeles County •
Jim Aldinger, Manhattan Beach • Harry Baldwin,
San Gabriel • Paul Bowlen, Cerritos • Todd
Campbell, Burbank • Tony Cardenas, Los Angeles
• Stan Carroll, La Habra Heights • Margaret Clark,
Rosemead • Gene Daniels, Paramount • Mike
Dispenza, Palmdale • Judy Dunlap, Inglewood •
Rae Gabelich, Long Beach • David Gafin, Downey
• Eric Garcetti, Los Angeles • Wendy Greuel, Los
Angeles • Frank Gurulé, Cudahy • Janice Hahn,
Los Angeles • Isadore Hall, Compton • Keith W.
Hanks, Azusa • Tom LaBonge, Los Angeles •
Paula Lantz, Pomona • Paul Nowatka, Torrance •
Pam O'Connor, Santa Monica • Alex Padilla, Los
Angeles • Bernard Parks, Los Angeles • Jan Perry,
Los Angeles • Ed Reyes, Los Angeles • Bill
Rosendahl, Los Angeles • Greig Smith, Los
Angeles • Tom Sykes, Walnut • Paul Talbot,
Alhambra • Sidney Tyler, Pasadena • Tonia Reyes
Uranga, Long Beach • Antonio Villaraigosa, Los
Angeles • Dennis Washburn, Calabasas • Jack
Weiss, Los Angeles • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County •
Christine Barnes, La Palma • John Beauman,
Brea • Lou Bone, Tustin • Art Brown, Buena Park
• Richard Chavez, Anaheim • Debbie Cook,
Huntington Beach • Cathryn DeYoung, Laguna
Niguel • Richard Dixon, Lake Forest • Marilyn
Poe, Los Alamitos • Tod Ridgeway, Newport
Beach

Riverside County: Jeff Stone, Riverside County •
Thomas Buckley, Lake Elsinore • Bonnie
Flickinger, Moreno Valley • Ron Loveridge,
Riverside • Greg Pettis, Cathedral City • Ron
Roberts, Temecula

San Bernardino County: Gary Ovitt, San
Bernardino County • Lawrence Dale, Barstow •
Paul Eaton, Montclair • Lee Ann Garcia, Grand
Terrace • Tim Jasper, Town of Apple Valley • Larry
McCallon, Highland • Deborah Robertson, Rialto
• Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buena Ventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

MEETING OF THE

TRANSPORTATION & COMMUNICATIONS COMMITTEE

PLEASE NOTE SPECIAL MEETING TIME

Thursday, November 3, 2005

9:45 a.m. – 10:45 a.m.

SCAG Offices

**818 West 7th Street, 12th Floor
San Bernardino Conference Room
Los Angeles, CA 90017
213.236.1800**

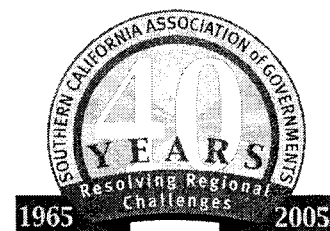
VIDEO CONFERENCE LOCATION

**SCAG, Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation & Communications Committee are also available at www.scag.ca.gov/committees/tcc.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

1.0 CALL TO ORDER & PLEDGE
OF ALLEGIANCE

Honorable
Harry Baldwin,
Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Approve Minutes of October 10, 2005
Attachment

1

5.0 ACTION ITEMS

5.1 Draft 2006 State and Federal Legislative
Program
Attachment

Don Rhodes,
SCAG Staff

9

15 minutes

Staff will present the draft legislative program for policy committee approval.

Recommended Action: Approve and refer to Regional Council for adoption.

TCC – November, Doc #114947
C. Alvarado 10/11/05



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>A Report from the Reservation Transportation Authority Attachment</u>	Joe Loya, Tribal Resource Manager	23	15 minutes
	The report will cover the following: <ul style="list-style-type: none">- Reservation Transportation Authority- Challenges Tribes face in the new SAFETEA-LU- Introduction to Tribal Governance			
6.2	<u>Status of RTP Update Attachment</u>	Naresh Amatya, SCAG Staff	25	10 minutes
	Staff will provide a status report on the on-going effort to update the current RTP.			
7.0	<u>MAGLEV TASK FORCE REPORT</u>	Honorable Robin Lowe		
8.0	<u>GOODS MOVEMENT TASK FORCE REPORT</u>	Honorable Art Brown		
9.0	<u>CHAIR REPORT</u>	Honorable Harry Baldwin		
10.0	<u>STAFF REPORT</u>	Rich Macias, SCAG Staff		
11.0	<u>FUTURE AGENDA ITEMS</u>			
	Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.			
12.0	<u>ANNOUNCEMENTS</u>			

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

13.0 ADJOURNMENT

The next meeting of the Transportation and Communications Committee will be held on December 1, 2005 at the SCAG office.

Transportation and Communications Committee
October 10, 2005

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in downtown Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

Members Present

Baldwin, Harry	City of San Gabriel
Beauman, John	City of Brea
Becerra, Glen	City of Simi Valley
Bone, Lou	City of Tustin
Burke, Yvonne	City of Los Angeles
Correa, Lou	City of Orange County
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
DeLara, Juan	City of Coachella
De Young, Cathryn	City of Laguna Niguel
Dixon, Richard	City of Lake Forrest
Dunlap, Judy	City of Inglewood
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
Garcia, Lee Ann	City of Grand Terrace
Gurule, Frank	City of Cudahy
Hernandez, Robert	City of Anaheim
Herrera, Carol	SGVCOG
Joffe, Enid	San Gabriel Valley COG
Lowe, Robin	City of Hemet/RCTC
Lowenthal, Bonnie	City of Long Beach
Millhouse, Keith	City of Moorpark
Moqet, Shenna	WRCOG
O'Connor, Pam	City of Santa Monica
Ovitt, Gary	San Bernardino County
Pettis, Greg	Cathedral City
Ridgeway, Tod	City of Newport Beach
Roberts, Ron	City of Temecula
Rutherford, Mark	City of Westlake Village
Smith, Greg	City of Los Angeles

Transportation and Communications Committee
October 10, 2005

Action Minutes

Members Present cont/d

Sykes, Tom	City of Walnut
Szerlip, Don	South Bay Cities COG
Uranga, Tonia Reyes	City of Long Beach
Wapner, Alan	City of Ontario

Members Not Present

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Fasana, John	City of Duarte
George, Gary	City of Redlands
Herzog, Peter	OCOG
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Miller, Paul	City of Simi Valley
Smyth, Cameron	City of Santa Clarita
Spence, David	City of Arroyo Verdugo
Stone, Jeff	Riverside County
Talbot, Paul	City of Alhambra
Tyler, Sidney	City of Pasadena

New Members

Ramirez, Rick	City of Norwalk
---------------	-----------------

Voting Members, Not Elected Official

Casey, Rose	Caltrans
-------------	----------

Transportation and Communications Committee
October 10, 2005

Action Minutes

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

Chair, the Honorable Harry Baldwin, called the meeting to order at 10:32 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments at this time

2.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Approve Minutes of September 1, 2005

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix

4.2.2 SCAG Future Events Calendar

MOTION was made to approve the Consent Calendar items with an AMENDMENT to correct a typo, punctuation, and a grammar error in the first sentence of the third paragraph on Page 6 of the Action Minutes.
Motion to move the item was SECONDED and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 Regional Comprehensive Plan Approach

The Honorable Pam O'Connor, City of Santa Monica, began by stating that the main comments that were studied and raised at the policy committee meeting were on local control issues. The Envision Program would be based an Opt-In approach for local jurisdictions. Part of this was based on CEQA reform which is unlikely to occur this year as a result the expanded RCP is being proposed to help facilitate implementation in the Region in the absence of CEQA reform. The additions to the plan approach include: developing plan outcomes and coordinating with other planning agencies at the state and regional level. The "Open Space and Habitat" will be the main chapter focused on.

Definition of the Opt-End approach means that once the plan is in place, local governments can choose to amend a general plan to create consistent specific plans

Transportation and Communications Committee
October 10, 2005

Action Minutes

at their choice. Any consistent general or specific plan would be required for projects to be eligible for streamlining. Local governments that update their plans that have the specific plans that are consistent with the Regional Plan, would be eligible for incentive funding. Those local governments that choose to not have the incentive funding, would have all the local control they would need in reviewing the environmental process of the projects. Cities would not be mandated to have conformity as a result of the Opt-End process which is a vehicle that allows the cities to adopt a specific plan, by choice, in an area that fits the goals of the RCP that allows the cities to take advantage of the streamlining and financial incentives.

Hasan Ikhata, SCAG Staff, then explained that whether it is the RTP or the RCP it is a bottom up approach. Staff gets input from the stakeholder, then goes to the Regional Council, ultimately the Task Force makes a recommendation and then the Regional Council makes a decision. Regarding Compass and the RCP approach it is not a desire of SCAG', nor on your part as a decision maker of this organization, to start telling local governments or COG's what to do. This is a process where input is gathered, an option is put on the table, and those cities or COG's who feel there is a good reason to participate will do so. At some point the input process will be closed and the committee will come up with a recommendation, but between now and April 2007 is the time when the ideas need to be finalized.

The State has created a working group, of which SCAG is a part of, that discusses CEQA reform. We have been asked for our ideas on what form the reform will take. Staff feels that the RCP will play into the discussion on what is going to happen this year and next year with CEQA reform. The question being asked is, "if things can be done at the Regional level, can then enhance or improve later on the way we do business at the local level especially regarding housing?" Can this yield a better way of providing affordable housing? The idea is if a detailed Environmental Impact Report (EIR) is developed, cities who are interested can tear off that EIR and save a lot of money. There are things that can be done at the regional level that could eliminate project specific work that cities may be required to do. If a city finds that the Regional Impact Analysis is beneficial and they can eliminate that from their project specific, then that is where the money savings is.

The RTP is one chapter in the nine chapters of the RCP. The EIR will focus on two chapters in detail; the RTP which will include all modes of transportation, including airports and which we are required by law, and the Open Space. At the city level and the sub-regional level, our planners are the individuals who will be the key people in the Open Space process. Each of the policy chapters will come back to the policy committees in terms of the process. The policy committees will have their respective chapters, but the committee in charge of the RCP is the CEHD.

Transportation and Communications Committee
October 10, 2005

Action Minutes

The cost of the plan is approximately three million dollars over two years; the three million budget is currently set aside from the federal grant we get. This is part of the eighteen million dollars we have been awarded by the Federal Government for the complete planning grant.

Closing dialogue was based on the confusion as to whether all fourteen COG's currently had a participant on the RCP Task Force and whether or not a COG participant would have a voting right in addition to a member city elected official that is already a member of task force. Staff will review the task force committee membership issue and will bring it back to the Regional Council next month to make sure the representation issue is resolved.

MOTION was made to recommend that the Regional Council approve the proposed approach with the AMENDMENT of having each COG represented on the RCP Task Force. MOTION was then moved, SECONDED with two abstentions, Councilmember Tod Ridgeway, City of Newport Beach and Councilmember Rae Gabelich, City of Long Beach, and APPROVED.

6.0 INFORMATION ITEMS

6.1 Port & Modal Elasticity Study

Nancy Pfeffer, SCAG Staff, gave a presentation on the report prepared for SCAG under contract by Professor Robert Leachman of UC Berkeley which analyzed the "elasticity" of demand for the use of the Ports of Los Angeles and Long Beach in response to possible container fees to help fund needed goods movement infrastructure in the SCAG region. The report's key findings are that:

- Shippers are more sensitive to landside congestion that slows freight movement than to the imposition of fees.
- A fee of about \$190 per FEU (forty-foot equivalent container unit) that retires the bonds on an ambitious program of congestion relief appears to be a safe and effective investment.
- The imposition of a container fee, up to a certain point, could actually help boost trade volume through Southern California if it is invested in congestion relief.
- Wisely invested fees could have the effect of attracting high-value freight to the region, while reducing lower-value freight. Higher-value freight is the type that creates employment for blue-collar workers. Lower-value freight is the type that simply passes through the region, imposing burdens and costs without creating economic benefits.

The study forms the basis for developing a business case for private sector investment in goods movement infrastructure. The goal is to arrive at a negotiated fee that will

Transportation and Communications Committee
October 10, 2005

Action Minutes

have value for shippers and carriers, rather than an imposed fee which will almost certainly be opposed.

Shippers who contributed data for this study did not know in advance what the outcome would be, and have not endorsed the study findings. Staff is now conducting outreach to shippers, carriers, and other private sector stakeholders to share the findings and seek feedback. Additional staff analysis, not included in the study, has indicated the following:

- If user fees in the form of tolls were levied to help repay the cost of dedicated truck lanes, the return on a dollar paid in tolls might be as much as \$5 to \$11 for carriers. This analysis begins to build a case that these fees would have value for the private sector resulting in a positive return on investment.
- Combining public and private financing mechanisms, it would be possible to finance the projected total of \$26 billion in regional goods movement infrastructure needs. Within the \$190 to \$200 limit established by the elasticity study, it would be possible to finance an additional \$10 billion to address reduction of public health impacts associated with diesel fuel usage for freight movement.

The structure of this study basically had two pieces to it. One was an industry assessment and this was based on a great deal of stakeholder input. A great deal of outreach to the industry was made in order to gain an understanding of the industry. What is the economic decision making process for shippers and what are the concerns in deciding which port to use and where to go? In terms of methodology, the study divided the U.S. into twenty one destination regions and looked at the volumes coming from Asia distributed among all the regions proportional to the regions purchasing power. The goal was to try to minimize the total transportation and inventory cost for each importer.

A summary of the most substantial benefits are:

- Shippers are going to get a reduction in their inventory cost.
- If we can build these facilities, truckers are going to get their speed up in trucking, speed up in rail transit for the region.
- Southern California will have more employment opportunity, get reduced congestion and improved safety for the driving public, and improved air quality because of less diesel idling and transition to clean fuel.

The next steps will entail future work of a more detailed Goods Movement system design, further analysis of specific projects and specific benefits, and a bid for a short run elasticity model. Staff will then bring back this information and results to our committees, shippers, developers, and community groups.

Transportation and Communications Committee
October 10, 2005

Action Minutes

6.2 State Legislative End of Session Update

Don Rhodes, SCAG Staff, stated that since last month's Staff update to the committee on Federal Legislation, including the Reauthorization Act, there had since been some drawbacks that may affect how the funding comes through in both the reauthorization and appropriation. For the first time since 1977, Congress is actually considering re-doing the appropriation that is now in effect.

Mr. Rhodes then introduced Josh Shaw, SCAG lobbyist, who gave a summary on the State Legislative End of Session. Mr. Shaw stated that Proposition 42 has been suspended by the Governor and Legislature this year. The positive side to this is those monies flowed, the negative side is, the work is not done because this is just a one year appropriation. Consequently, the money will be vulnerable next year and every year thereafter if there continues to be State Budget deficits.

Another transportation issue is how to fund the Bay Bridge retro-fit project.

One of Southern California's positions has consistently been, don't spend very much state money on that bridge as it is a Bay Area concern. There was a political compromise this summer as part of the 05-06 budget deal which did pitch in some state money. The majority of that compromise involved essentially more San Francisco Bay funds being generated; as a result an additional dollar will be added to the toll to cross the bridges in the Bay Area.

A package of bills was introduced this year on infrastructure improvements at the ports. Some of the bills were introduced by the Governor on behalf of his GoCalifornia set of initiatives to try to streamline transportation programming, design, engineering, and construction. The Democrats in the Senate and Assembly also had their own package of bills. SCAG was very involved in trying to move a package of bills forward anticipating the need to do infrastructure improvements. At the end of the legislative session, no bills went to the Governor's desk, but the Governor and the four legislative leaders in the Assembly and Senate got together and said late in the session that they were going to make transportation funding, infrastructure design, program delivery, etc., a priority early in the 2006 session. SCAG staff will continue to work with the various task forces that are designing those bills to make sure that the authority is such that you will appreciate.

In regards to CEQA, the vehicle that has been identified by the Senate President Pro-Tem, if there is to be CEQA reform for him that would be in Senate Bill 832 which is moving through the process. There is no specific proposal for this bill yet, there is a lot of task forces working on it. The financing mechanisms for this bill are contained in a general obligation bond act that Senator Perata is pushing. He wants to spend about 10 billion dollars in infrastructure investments all over the State in Senate Bill 1024. There are several billion dollars for direct transportation project improvements; there is a couple billion dollars for repayment of previous Proposition 42 loans or

Transportation and Communications Committee
October 10, 2005

Action Minutes

transfers. There are some new dollars that have been placed into this bond act more recently that tie to the CEQA reform and the Comprehensive Planning process.

7.0 MAGLEV TASK FORCE REPORT

Councilmember Robin Lowe, City of Hemet/RCTC, stated that a presentation was given to the task force for the Lockheed Martin. Phase II is going to be introduced and continue with the IOS on this from West L.A. to Ontario. The Alternative Analysis contract for Cambridge Systematics will analyze the Maglev and High Speed Rail of the State on the initial operating segment. This was the agreement made when the JPA came together, they agreed on looking at the Alternate II Maglev.

The Shanghai trip was put on hold dependent upon outside funding. The next task force will meet on Thursday, November 10th, from 11:00 a.m. – 1:00 p.m.

8.0 CHAIR REPORT

Councilmember Harry Baldwin, Chair, City of San Gabriel, requested that the committee members familiarize themselves with the Goods Movement Study for the November workshop.

9.0 STAFF REPORT

None at this time.

10.0 GOODS MOVEMENT TASK FORCE REPORT

None at this time.

11.0 FUTURE AGENDA ITEMS

None at this time.

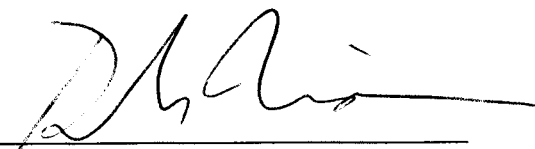
12.0 ANNOUNCEMENTS

None at this time

13.0 ADJOURNMENT

The Honorable Harry Baldwin, adjourned the meeting at 12:17 p.m.

The next committee meeting will be held on **Thursday, November 3, 2005, 9:45 a.m., at the SCAG office.**



Rich Macias, Manager
Transportation Planning Division

REPORT

DATE: November 3, 2005

TO: The Community Economic and Human Development Committee
The Energy and Environment Committee
The Transportation and Communications Committee

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: Draft 2006 State and Federal Legislative Program

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION: Approve and Refer to Regional Council for Adoption

SUMMARY:

Every year, the Regional Council adopts a state and federal legislative program to guide the Southern California Association of Government's (SCAG's) legislative activities. This year's program is a continuation of the 2005 adopted program, which was drafted with the input of SCAG's regional, state and national planning partners and the policy committees. SCAG's federal legislative priority is the technical amendment and fair implementation of SAFETEA-LU, the federal surface transportation program. SCAG's state priorities focus on housing and CEQA reform and protecting Proposition 42 revenues.

BACKGROUND:

Each year, the Regional Council adopts a state and federal legislative program that guides SCAG's legislative activities in the coming year. Government Affairs is submitting today a draft of the legislative program to each SCAG policy committee for its approval. Each committee is asked to focus its review on the sections most relevant to its jurisdiction.

The draft 2006 legislative program was created with the input of SCAG's directors, planning and policy staff, and state and federal lobbyists. Because we are in the middle of a two-year state legislative session and because many initiatives are still underway, the draft 2006 legislative program differs only slightly from the 2005 adopted program, which was extensively workshopped with the county transportation commissions and SCAG's state and national planning partners.

SCAG's federal priority in 2006 will be the amendment and implementation of SAFETEA-LU, the federal surface transportation program enacted in 2005. Key state initiatives will include housing and CEQA reform and advocating a constitutional amendment to protect Proposition 42 revenues. The 2006 legislative program will be implemented on January 1, 2006 following its adoption by the Regional Council.

REPORT

FISCAL IMPACT:

Because the SCAG fiscal year runs from July 1st through June 30th, while the legislative year runs from January 1st through December 31st, each SCAG budget covers the last half of the previous legislative session and the first half of the upcoming legislative session. The cost of adopting the recommended action is covered by the FY05-06 SCAG budget for the first half of the 2006 legislative session and requires no additional resources. No funds will be spent to implement the 2006 State and Federal Legislative Program from July 1st through December 31st without the approval of the FY06-07 SCAG budget.

CP#105157v.2



Draft for Policy Committee Approval on 11/3/05

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) 2006 STATE AND FEDERAL LEGISLATIVE PROGRAM

INTRODUCTION

Each year, the Regional Council adopts a state and federal legislative program to direct SCAG's legislative activities. The 2006 Legislative Program, which contains highlights from 2005, will guide SCAG's legislative activities in the coming year.

As in past years, SCAG legislative staff will continue to take action on Regional Council policies where they exist and will communicate Regional Council positions to legislators, administrators and others. SCAG legislative staff will also undertake new initiatives as they arise at the direction of the Regional Council.

SCAG's top federal legislative priority in 2006 is the amendment and fair implementation of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005 (SAFETEA-LU), the nation's surface transportation program. SCAG will also continue to advocate innovative financing and public/private partnerships for transportation projects, AIR-21, and improved pre-deployment planning in the Transportation Infrastructure Finance and Innovation Act (TIFIA).

On the state level, SCAG will focus on the ongoing, collaborative efforts to protect Proposition 42 revenues from reallocation to the state's General Fund. SCAG will also advocate innovative financing and public/private partnerships for transportation projects and design-build and design-sequencing legislation to expedite project delivery.

In the area of housing and land use, SCAG will continue its collaboration with the Legislature, the Governor, and housing stakeholders to develop and support initiatives that permit local governments and regions to plan for the provision of a 20-year site inventory and allow neighboring jurisdictions to share responsibilities for increasing the housing supply. California Environmental Quality Act (CEQA) reform will also remain a related, top priority.

The 2006 Legislative Program will continue to further the Compass Implementation Framework, which was approved by the Regional Council in June 2004. This framework, or 2% Strategy, is guided by four key principles—mobility, livability, prosperity and sustainability—and addresses the challenges associated with future growth in the SCAG region. Because the 2% Strategy is interdisciplinary, its ideas are incorporated throughout the transportation, housing, growth and land use, habitat and open space, and sustainability sections of the 2006 Legislative Program and are marked with a 2% symbol.

Upon its adoption by the Regional Council, SCAG's legislative staff will implement the 2006 Legislative Program. The timeframe for implementation is the 2006 calendar year. The 2006 Legislative Program is outlined following the 2005 program highlights.

Draft for Policy Committee Approval on 11/3/05

2005 PROGRAM HIGHLIGHTS

Federal Issues

After 12 extensions and 3 years of debate, SAFETEA-LU was passed by Congress on July 29, 2005 and subsequently signed by President Bush on August 10, 2005. The bill operates from August 10, 2005 through September 30, 2009, authorizes \$286.4 billion in funding, including \$52.6 billion for transit programs, and includes more than 6,300 earmarked projects.

Of the 6,300 earmarks nationwide, the SCAG region received approximately 310 earmarks totaling \$1.4 billion. \$916 million of those earmarks will fund projects featured in the Southern California Consensus Program, a collaborative effort led for the last three years by SCAG and joined by:

- ♦ Los Angeles County Metropolitan Transportation Authority
- ♦ Orange County Transportation Authority
- ♦ Ventura County Transportation Commission
- ♦ Riverside County Transportation Commission
- ♦ San Bernardino Associated Governments
- ♦ Imperial Valley Associated Governments
- ♦ Southern California Regional Rail Authority

Consensus Program projects receiving funding include:

- ♦ Alameda Corridor East grade separation improvements: \$178,640,000
- ♦ Desmond Bridge expansion: \$100,000,000
- ♦ I-405 high-occupancy vehicle lane (HOV) improvements: \$130,000,000
- ♦ Eastside Light Rail: \$399,520,000
- ♦ Los Angeles Metro Gold Line extension: \$15,040,000
- ♦ SR-78/Brawley Bypass: \$7,600,000

In trips to Washington, the Consensus Program delegation emphasized that the bottleneck at the Ports of Long Beach and Los Angeles negatively impacts the economy and quality of life of both Southern Californians and the nation. The delegation was instrumental in the creation of several new provisions in SAFETEA-LU designed to address this and other transportation challenges:

- ♦ Projects of Regional and National Significance for 25 projects nationally up to \$1.7 billion
- ♦ Private activity bonds or "exempt facility bonds" up to \$15 billion nationally
- ♦ A public-private partnership pilot program for up to 3 new fixed guideway capital projects
- ♦ Design-build contracting that eliminate the \$50 million threshold for contract size and allows a design-build contractor to become involved during the NEPA project definition phase

Draft for Policy Committee Approval on 11/3/05

- ♦ A value pricing pilot program to collect tolls on new interstate construction and the interstate construction pilot program to permit tolls on interstate highways to fund construction of new lanes/highways.

SCAG also succeeded in SAFETEA-LU in improving the reimbursement process for metropolitan planning organizations, ensuring repayment within 30 days of invoice.

State Issues

SCAG worked throughout the 2005 session to influence the enactment of new laws and the amendment of existing laws in the areas of housing, transportation, and the environment. SCAG continued its participation in the Housing Element Working Group (HEWG), in which discussions were conducted over many months in an effort to improve the housing approval process and to identify new sources of funding that cities need to pay for local services and infrastructure. These reform discussions will continue in 2006.

Related to the subject of housing reform was the Administration's decision to allocate \$5 million in State Planning and Research (SP&R) funds to regional blueprint planning and reimbursement for mandated work on the Regional Housing Needs Assessment. Although the Governor ultimately vetoed the use of SP&R funds for RHNA, an administrative solution is expected that will assist SCAG in the performance of the mandate. SCAG has also submitted a \$2.4 million application for regional blueprint planning funds.

Thanks to the advocacy of SCAG and transportation stakeholders statewide, the Legislature passed and the Governor signed an FY05-06 State Budget that fully funded Proposition 42 to the amount of \$1.3 billion. The full funding of Proposition 42 was a major legislative success; more work remains to be done, however, to amend the State Constitution to prohibit future suspensions of transfers from the General Fund to transportation projects and programs in times of financial crisis.

SCAG also advocated actively on behalf of GoCalifornia, the Governor's transportation package, which included AB 850 (Canciamilla) on public/private partnerships. In the last days of the session, SCAG was asked by the administration to submit technical amendments on AB 850 and did after circulating them among the commissions and AAA. Although the recommendations were not amended into AB 850 due to an impasse between the Governor and Senate President Pro Tempore Perata, the administration may use SCAG's ideas as the basis for 2006 negotiations.

Lastly, SCAG participated in the 2005 CEQA Working Group. Among members of the group, there were commonly held beliefs on streamlining and the exercise of CEQA within streamlined alternatives. No specific, detailed proposal on CEQA streamlining emerged in the session, however, and the effort will continue in 2006.

Draft for Policy Committee Approval on 11/3/05

2006 LEGISLATIVE PROGRAM

The SCAG 2006 Legislative Program describes Regional Council federal and state legislative and administrative priorities that SCAG will pursue during the coming year. The 2006 program is a continuation of last year's program, which included the input of our state and regional planning partners like the California Association of Councils of Government (CALCOG) and the county transportation commissions.

Throughout this section, issues are categorized by subject matter (e.g., Housing, Air Quality) and are grouped into one of three subcategories: Advocacy, Monitoring, or Development.

Issues subcategorized under *Advocacy* are of foremost concern to the Regional Council and will be advocated by SCAG. Issues subcategorized under *Monitoring* are of interest to the Regional Council and will be tracked by SCAG; policy committees and the Regional Council will be alerted to relevant proposed changes in those areas. Issues included under the subcategory *Development* are those in which the Regional Council or its policy committees have asked SCAG staff to further develop ideas, to begin or continue efforts, or to provide more information. They are inventoried here for the Regional Council's information and should not be read as requests for federal or state legislative or administrative action.

SCAG

Roles and Leadership

Working in coordination with the county transportation commissions, Metrolink, and local transportation agencies, SCAG will pursue the following advocacy goals.

Advocacy

- Provide regional leadership in seeking federal and state funding for projects and programs that implement SCAG's adopted 2004 RTP and 2004 RTIP and in advocating for projects needed to maintain air quality conformity in the SCAG region.
- Coordinate advocacy efforts to advance the Southern California Consensus Program and continue consensus building among local transportation commissions, cities, counties, and subregional organizations.
- Advocate federal legislation that facilitates the ability of metropolitan planning organizations (MPOs) to fulfill their roles and responsibilities.
- Advocate state legislation that facilitates the ability of regional transportation planning agencies (RTPAs) and councils of governments (COGs) to fulfill their roles and responsibilities.

Draft for Policy Committee Approval on 11/3/05

- Advocate a stronger role for regions and MPOs in planning for America's global economic competitiveness.
- With the interstate highway system nearing completion, participate in a national discussion about the role of the federal government in transportation planning and funding to ensure effective participation by the United States in the global economy.

Homeland Security

Development

- Serve as a forum where operations and plans can be discussed and coordinated.
- In coordination with local agencies and other stakeholders, engage as an MPO in a more active role in security and disaster planning.

TRANSPORTATION

SAFETEA-LU

Advocacy

- Advocate amendments necessary to refine SAFETEA-LU's provisions regarding, among other issues, diesel retrofitting in the Congestion Mitigation Air Quality Program (CMAQ).
- Advocate implementation procedures that are favorable to the SCAG region in the SAFETEA-LU rulemaking process.

Development

- Continue Southern California Consensus Program consensus-building meetings, visits, and outreach with Members of Congress, state and federal administration officials, the county transportation commissions, cities, counties, subregional organizations and key stakeholders.

Appropriations

Advocacy

- Advocate congressional support for SCAG's FY 2007 appropriations requests as approved by the Regional Council.
- Advocate appropriations for projects contained in the Southern California Consensus Program.

Draft for Policy Committee Approval on 11/3/05

- Support earmarks or discretionary funding applications of jurisdictions within the SCAG region consistent with the Southern California Consensus Program, the adopted 2004 RTP, the adopted 2004 RTIP and SCAG policies.

Maglev

Advocacy

- Advocate predeployment planning and environmental review funding for the California Maglev Deployment Program.
- Seek FY 2007 appropriations to continue predeployment planning and environmental review.
- Seek federal, state and local funds and policy maker and community support to complete predeployment planning and environmental review for the Initial Operating System (IOS) stated for completion by 2018.

Aviation

Advocacy

- Support legislation to promote and implement a decentralized aviation system including interconnecting high-speed ground transportation.
- Advocate regional airport systems and improved ground access program funding in the reauthorization of the Aviation Investment and Reform Act for the 21st Century (AIR-21).

Transportation Financing

Advocacy

- Advocate a constitutional amendment to protect Proposition 42 revenues from reallocation to the state's General Fund.
- Advocate addressing the allocation of the state's transportation funds to ensure an equitable distribution throughout the state.
- Support design-build and design-sequencing procurement procedures to expedite project delivery.
- Support local ballot initiatives to fund local transportation projects with local sales tax measures.
- Support legislation that promotes the use of public/private partnerships and other innovative financing mechanisms.

Draft for Policy Committee Approval on 11/3/05

Development

- Continue face-to-face discussions with state and federal legislators from the region about Southern California's long-term transportation requirements and the funding options needed to address these requirements.
- Participate in the development of revenue mechanisms and strategies to finance major regional projects contained in the adopted 2004 RTP, including proposals to increase transportation funding through user fees and sales taxes on motor vehicle fuels and by adjusting the fuel excise tax rate to maintain historical purchasing power.
- Participate in the development of innovative financing proposals such as tax credit bonds, tax credit equity, tax-exempt bonds, TIFIA grants and TIFIA loans repaid with project-generated revenues.
- Expand consensus building and outreach efforts to the general public to educate regional residents about the unmet cost of the adopted 2004 RTP.
- Evaluate the merits of a regional gas tax/user fee measure and the institutional framework necessary to implement and manage it.

Environmental Streamlining

Advocacy

- Advocate the concept of streamlining the environmental documentation process for projects and programs ^{2%}.

Development

- Build federal, state and local stakeholder support, including public and private interests, for environmental streamlining.

Goods Movement

Advocacy

- Support efforts of the West Coast Corridor Coalition to improve goods movement and reduce congestion along the I-5 from Vancouver, B.C. to Ensenada, Mexico.
- Urge the state and federal government to take action to limit the mobile source emissions arising from goods movement.
- Support regional efforts underway by transportation agencies that develop goods movement projects through the use of financing concepts including user fees and other revenue generating mechanisms to service debt instruments.

Draft for Policy Committee Approval on 11/3/05

Development

- With the participation and input of the county transportation commissions, Metrolink, and local agencies, develop the concept of user-supported dedicated facilities that offer a viable and potentially self-financing solution for mitigating congestion, reduce mobile source emissions arising from goods movement in Southern California, and ensure the safe and efficient movement of goods essential to the nation's economy.

Southwest Compact

Advocacy

- Advocate legislation that corresponds with SCAG's ongoing efforts to develop the Southwest Passage, a multi-state goods movement trade corridor along the I-10, and the Southwest Compact, a coalition of states sharing goods movement and economic development interests.

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT

Housing

Advocacy

- Working with the administration, develop a state-funded reimbursement program for the Regional Housing Needs Assessment (RHNA) mandate at the regional and subregional levels.
- Working with housing and CEQA task forces conducted by the Legislature and the administration and with other housing stakeholders, develop and support legislation to redefine the local and regional responsibilities in implementing state housing goals.
- Support initiatives that call for local governments and regions to plan for the provision of a 20-year site inventory, based on natural increases in population and job growth, and that allow neighboring jurisdictions to share responsibilities for increasing the housing supply.
- Advocate the use of state and federal funding to incentivize jobs/housing balance, infrastructure, and environmental mitigation programs in local jurisdictions^{2%}.
- Encourage the U.S. Department of Housing and Urban Development's participation in the development of housing strategies with the U.S. Department of Transportation.

Growth and Land Use

Advocacy

- Support federal and state funding initiatives designed to promote mixed-use and multi-modal development^{2%}.

Draft for Policy Committee Approval on 11/3/05

Development

- Participate in the development of legislation related to the jobs-housing balance including, but not limited to, CALCOG growth policies, construction defect litigation and water availability ^{2%}.
- Encourage cities and counties to adopt land use policies that help the SCAG region achieve air quality conformity and transportation system performance ^{2%}.

Local Finance

Monitoring

- Via CALCOG, CSAC, the League of Cities and other organizations, monitor legislation pertaining to local finance, including bills and constitutional amendments regarding local sales taxes, property taxes, and gaming fees.

ENERGY AND ENVIRONMENT

Air Quality

Advocacy

- Advocate community impact and air quality mitigation programs for goods movement projects.
- Support air quality programs that incentivize the acceleration of private and public fleet turn-over to help reduce total regional emissions from on-road mobile sources.
- Support programs that incentivize cost-effective, market-based approaches that promote air-quality beneficial urban form, including incentive programs to encourage pedestrian/bike-friendly redevelopment projects that will help reduce vehicle miles traveled, congestion, and associated emissions ^{2%}.
- Support programs that fund outreach, education, and incentive programs to encourage behavioral change needed to help reduce vehicle miles traveled, congestion, and associated emissions.
- Urge the state and federal government to take action to reduce mobile source emissions under their jurisdictions or to delegate authority over these mobile sources to local governments.

Monitoring

- Monitor air quality issues affecting the SCAG region.

Draft for Policy Committee Approval on 11/3/05

- Monitor legislation or regulations pertaining to power plants located on the Mexican side of the U.S./Mexico border and to their negative effect on air quality in the SCAG region.

Energy

Monitoring

- Track energy legislation relating to the formation, aggregation, and siting of utilities, energy efficient building standards, and renewable energy resources.

Development

- Encourage state efforts to develop energy goals and coordinate local initiatives to provide reliable, secure and safe energy at the lowest possible cost.
- Encourage efforts by the federal, state and local governments of the United States and Mexico to formulate an agreement establishing common environmental standards for the US/Mexico border.
- Encourage the installation and maintenance of California Best Available Control Technologies (BACT) on power plants in neighboring states and on the Mexican side of the US/Mexico border.

Habitat and Open Space

Advocacy

- Advocate market-based, incentive approaches to habitat management at the urban-rural interface, such as easement rights acquisition.

Monitoring

- Monitor state and federal legislation that affects the management of wilderness habitat, urban habitat, endangered species, and recreational open space.

Development

- Encourage the development of state and federal legislation that better integrates habitat conservation planning with regional transportation and land use development plans^{2%}.
- Encourage the development of state legislation that supports the better integration of science into habitat and open space management.
- Encourage the development of state legislation that incentivizes the preservation of agricultural lands subject to urbanization pressures^{2%}.

Draft for Policy Committee Approval on 11/3/05

Sustainability

Advocacy

- Support state legislation that promotes sustainability and environmental justice in local and regional planning ^{2%}.
- Support state legislation that incentivizes the development of brownfield sites in urban areas ^{2%}.
- Support state legislation that incentivizes the adoption of green building standards ^{2%}.

Development

- Encourage the development of state and federal incentives to promote urban infill development, as proposed in the Compass Implementation Framework ^{2%}.

Waste Management

Advocacy

- Support legislation that removes impediments to the adoption of transformation or conversion technologies that will help municipalities maintain or exceed their requirement to divert 50% of their solid waste away from landfills.

Monitoring

- Track state legislation that proposes changes to solid waste diversion mandates, establishes new mandates for solid waste management including electronic waste, or changes municipal recycling procedures.
- Track state legislation that proposes changes to the management and handling of hazardous waste.
- Track California Integrated Waste Management Board (CIWMB) regulatory actions, including issues regarding specific types of waste, alternative daily cover, tipping fees, and markets for recyclable materials.

Development

- Encourage the development of state legislation and regulations to incentivize the deployment of innovative recycling and conversion technology projects.
- Encourage the development of state legislation that incentivizes the recycling and reuse of building demolition debris.

Draft for Policy Committee Approval on 11/3/05

Water

Advocacy

- Support legislation that encourages comprehensive planning and implementation of water quality and supply measures, including the creation and operation of local agency initiatives for improved management of regional water resources ^{2%}.

Monitoring

- Track amendments to Clean Water Act, particularly those involving stormwater and non-point source pollution.
- Track state legislation, regulatory action and pending litigation regarding the implementation of total maximum daily loads (TMDLs).
- Monitor developments in the Bay Delta and on the Colorado River to ensure that the quantity and quality of Southern California water supplies are appropriately protected.
- Track state legislation and regulatory action and litigation concerning regional water impairments and water supplies.

MEMO

DATE: October 20, 2005

TO: Transportation and Communications Committee (TCC)

FROM: Naresh Amatya, Lead Regional Planner,
213-236-1885 ; amatya@scag.ca.gov

RE: Report from the Reservation Transportation Authority

Pursuant to attached letter, Mr. Joe Loya, Tribal Manager/Project Coordinator for the Reservation Transportation Authority will be providing a verbal report on their recent activities focusing on following:

- Reservation Transportation Authority
- Challenges Tribes face in the new SAFETEA-LU
- Introduction to Tribal Governance





THE TORRES MARTINEZ DESERT CAHUILLA INDIANS

P.O. Box 1160
Thermal, CA 92274
(760) 397-0300 – FAX (760) 397-8146

October 17, 2005

Naresh Amatya, Lead Regional Planner
Southern California Association of Governments
818 West Seventh Street. 12th floor
Los Angeles, CA 90017 – 3435

Mr. Amatya,

The Torres Martinez Desert Cahuilla Indians request the opportunity to include Mr. Joe Loya, Tribal Resource Manager / Project Coordinator to make a presentation to the Transportation & Communications Committee at the next scheduled meeting November 3, 2005 at 10:00 a.m. in Los Angeles, CA.

Mr. Loya will present an introduction on:

- Reservation Transportation Authority
- Challenges Tribes face in the new SAFETEA – LU
- Introduction to Tribal Governance

If you have any questions, please direct them to Joe Loya at (760) 397 – 0300 ext 139

Sincerely,

Cynthia Morales
Tribal Administrator

MEMO

DATE: October 20, 2005

TO: Transportation and Communications Committee (TCC)

FROM: Naresh Amatya, Lead Regional Planner,
213-236-1885 ; amatya@scag.ca.gov

RE: Status report on the Update of the RTP

In February of this year staff presented to you a schedule for updating the RTP that called for accelerating the RTP Update process. The primary reasons for the proposed acceleration in the RTP Update schedule were related to uncertainties associated with the financial plan. Most notably, revenue from Proposition 42 was being proposed to be suspended for transportation purposes, the state budget itself was in a limbo, re-authorization of TEA-21 was uncertain and Orange County was just beginning to assess their measure tax extension program. However, since then, most of these uncertainties have been resolved. The State budget is in place, Prop. 42 has been re-instated, at least for the current fiscal year, re-authorization of TEA-21 is in place and Orange County is moving forward with the measure extension.

Re-authorization of TEA-21, known as Safe, Accountable, Flexible and Efficient Transportation Equity Act- a Legacy for Users (SAFETEA-LU), which was signed into law by President Bush on August 10, 2005, includes a provision that would allow SCAG to update the RTP every four years rather than every three years as required by TEA-21. Under the TEA-21 rule, SCAG would have to adopt the next RTP by April of 2007. SAFETEA-LU could potentially give SCAG an additional year to adopt the next RTP, by April 2008. However, transportation conformity on the current RTP (2004 RTP) expires on June 16, 2007. The full implications of this potential conformity gap if SCAG were to pursue the RTP Update based on the provisions of SAFETEA-LU is unknown at this point. SAFETEA-LU also requires MPOs to expand the RTP scope to address or include an environmental mitigation program, transportation system security, emphasis on non-motorized transportation and other strategies that maximize utilization of available system capacity, an expanded consultation process, emphasis on system operation and maintenance, and better coordination between land use and transportation improvements. Staff is still in the process of assessing resource as well as planning and policy implications of these new requirements. Federal agencies responsible for implementing SAFETEA-LU are just beginning their rule making process to provide guidance and clarification on the new requirements. Over the past month, staff has been talking to other Metropolitan Planning Organizations, transportation agencies as well as umbrella organizations such as the National Association of Regional Councils (NARC) across the nation to get a sense of how others are gearing up to comply with the new requirements of SAFETEA-LU. Over the next month staff will consult with the federal representatives and continue to clarify the new regulations so that staff can present a recommendation to you relative to our approach for the next RTP update by the end of this year or the early part of next year.

